

WAPA/WSDOT JOINT TASK FORCE MEETING
Meeting minutes
October 10, 2002

The meeting was held in Wenatchee and was hosted by the WSDOT North Central Region. Jim Spaid of the WSDOT Construction Office and David Spivey of WAPA co-chaired the meeting.

Introduction

See the List of Attendees following these minutes.

NAPA Quality in Construction Awards

Jim Spaid asked if there were any projects that were going to be submitted for this award. Bob Glenn responded that he has a project in Westport that he will submit.

The WAPA/WSDOT paving award winners were announced by David Spivey, and are as follows:

EAST

SR 26, E SW Rd to Adams County Line
SR 970, Teanaway River to SR 97
SR 395, SR 17 to Adams County Line

WEST

SR 5, Airdustrial I/C to Capitol Lake I/C
SR 522, SR 9 to Paradise Lake Rd
SR 5 to Columbia St & Vancouver Area Ramp Paver

WAPA/WSDOT Joint Training

Bob Glenn announced the joint training will be held in Eastern Washington in Spokane on January 28th, Wenatchee on the 29th, Yakima on the 30th and then move to the west side to Everett on February 3rd, SeaTac on the 4th, Tacoma on the 5th and Kelso on the 6th. Possible topics to be discussed include specification changes, PG grades, compaction of superpave, process control, testing, density profiling and Regional presentations.

Inclusion of City and County personnel was discussed and it was decided that it would be better to have a separate session for them without WSDOT.

WSDOT Superpave Volumetric Project Summaries for the 2002 Construction Season

Joe DeVol distributed a book of data on the eleven superpave volumetric projects for 2002. It was noted that the Eastern Region has a checklist they use to assist the contractors in the submittal of a superpave mix design.

Systematic Density Testing

Kim Willoughby handed out information on systematic density testing. It was decided that a team of industry and State personnel would meet to discuss systematic density differentials. The ENDD (Eliminating Negative Density Differentials) Team will be headed by Tom Baker and will meet on December 12th.

It was noted during the discussion that looking for large open areas takes some practice although the specification is for thermal segregation and visible segregation may be another issue to address with the contractor. It was suggested that MTV's or MTD's be specified for all projects or that testing for thermal

segregation only be implemented if an MTV/MTD is not used. Alternative methods of testing for thermal segregation were discussed. There are a few devices that are currently being developed for the detection of segregation but at this time they are not effective immediately after paving. It was suggested that if no problems are found the frequency of testing should be reduced.

It is planned that the specification will be included in some projects throughout the State in 2003. The regions tentatively plan on using the systematic density specification for 2003 as follows: Eastern Region will use on most projects; North Central Region more interested in specifying an MTV or MTD than using the systematic density specification; Northwest Region will use on high volume superpave projects; Olympic Region will continue using; South Central Region did not commit to its use; and the Southwest Region is planning to use on large paving projects.

Superpave Volumetric Specifications

Jim Spaid distributed copies of the July 29, 2002 meeting of the Superpave Implementation Subcommittee. A couple of issues had achieved consensus in the subcommittee as follows:

- Due to the difficulties of obtaining representative samples of RAP at the time the mix design is being put together, the requirement to submit samples of RAP along with mineral aggregate and blend sand for development of the mix design should be change. WSDOT agreed to change the specification accordingly.
- The current specification for test sections for superpave requires that results must demonstrate that the mix is compactable and meets volumetric properties. If not, adjustments are to be made to the mix and another test section run. All agreed that the contractor should have the option to move into production after making mix adjustments without doing another test section. WSDOT is making this change.

Regarding the issue of whether to use Bulk Specific Gravity (G_{sb}) or Bulk Specific Gravity – Saturated Surface Dry (G_{sb} -SSD), WSDOT has determined that G_{sb} is the correct factor to be used in the calculation of VMA and will require this to be used in all mix designs for the upcoming season.

Other issues are under discussion, as were outlined in the Subcommittee meeting notes. All agreed that further meetings were needed to assist in the implementation process and to make changes to the specifications as necessary

Bill Hammett handed out a review of composite pay factor (CPF) calculations for contract 6308. The impact of the specific gravity tests on the CPF was discussed. Bill showed an example of how the use of a running average of five determination of G_{mb} would decrease the standard deviation and result in a better opportunity for a bonus on Va. This will be discussed further in upcoming subcommittee meetings.

Reduced ACP Testing Frequency

Jim Walter announced that WSDOT is considering reducing the frequency of ACP testing on several large projects in NC Region. This would likely be in conjunction with a requirement for contractor quality control (QC) testing. The general response was positive and David Spivey suggested further discussion on contractor QC. WAPA was OK with advertising the projects in NC Region with these requirements.

PG Binder Proposal

The WSDOT HQ Lab presented two proposals that revise the base PG grades. The first proposal reduced the use of PG 58-34 to the four northern most counties in NE Washington and used PG 64-28 in the remainder of the State. This proposal was met with a lively discussion on the added cost of using PG 64-28 in Western Washington. The second proposal used PG 58-34 in the same four counties as above, PG 64-28 in the remainder of Eastern Washington and kept the use of PG 58-22 in Western Washington. This proposal was received with more enthusiasm.

Next Meeting Date

The next joint task force meeting will be held on January 23, 2003. It is tentatively scheduled for the NW Region Headquarters (Dayton) 6th floor conference room.

LIST OF ATTENDEES

Name	Company	Phone
Tom Baker	WSDOT – HQ Materials Lab.	(360) 709-5401
Lee Bernardi	Inland Asphalt Co.	(509) 536-2631
Butch Brooks	Woodworth & Company	(253) 383-3585
Kevin Dayton	WSDOT – HQ Construction	(360) 705-7821
Joe DeVol	WSDOT - HQ Materials Lab.	(360) 709-5421
John Duval	Asphalt Institute	(503) 234-3935
Dave Erickson	WSDOT – HQ Construction	(360) 705-7829
Doug Ficco	WSDOT Southwest Region	(360) 905-2023
Bob Glenn	Lakeside Industries	(360) 533-0610
Bill Hammett	Superior Paving Co.	(509) 248-6823
Mel Hitzke	WSDOT – Olympic Region	(360) 704-3213
Keith Howard	Wilder Construction Company	(360) 676-2450
Kyle McBride	Chevron Texaco	(503) 784-0126
Mike McEldowney	Chevron Texaco	(360) 297-7937
Cathy Nicholas	FHWA	(360) 753-9412
Phil Nickson	WSDOT – SC Region	(509) 577-1804
Ralph Robertson	WSDOT – Eastern Region	(509) 324-6021
Rocky Ryen	Rinker Materials	(425) 385-1802
John Schoenfelder	US Oil & Refining	(253) 680-3234
Tim Shearer	Woodworth & Company	(253) 307-4944
Jim Spaid	WSDOT – HQ Construction	(360) 705-7824
Tim Smith	WSDOT – NW Region	(206) 440-4676
Bill Stokes	WSDOT – NC Region	(509) 667-3030
Jeff Uhlmeyer	WSDOT – HQ Materials Lab.	(360) 709-5485
Steve VanDeBogert	Koch Materials	(509) 487-4560
Jerry Walter	WSDOT – Olympic Region	(360) 357-2607
Jim Walter	WSDOT – HQ Materials Lab.	(360) 709-5410
Bill Whitfield	Icon Materials	(253) 839-2101
Kim Willoughby	WSDOT – HQ Materials Lab.	(360) 709-5474